REMARKS

The Office Action mailed June 11, 2002 has been reviewed and carefully considered. Claims 1 and 5 have been amended. Claims 1-6 are pending in this application, with claims 1 and 6 being the only independent claims. Reconsideration of the above-identified application, as herein amended and in view of the following remarks, is respectfully requested.

In the Office Action mailed June 11, 2002, claims 1 stand rejected under 35 U.S.C. §102(b) as anticipated by U.S. Patent No. 4,795,951 (Gaebel).

Claim 2 stands rejected under 35 U.S.C. §103 as unpatentable over Gaebel in view of U.S. Patent No. 5,473,212 (Crook).

Claims 3-6 stand rejected under 35 U.S.C. §103 as unpatentable over Gaebel in further view of U.S. Patent No. 4,819,130 (Moy).

Before discussing the cited prior art and the Examiner's rejections of the claims in view of that art, a brief summary of the present invention is appropriate. The present invention relates to a device for connecting an electric motor to a power supply. The motor includes a stator 4 and a rotor 3 with an armature 5 connected to the rotor. The device includes brushes 6, 7 for feeding electric power to the armature 5 of the motor. The device further includes a suppressor for suppressing radio frequency signals. A casing 19 made of fuel resistant plastic surrounds the suppressor and connects the device to a housing of the motor.

Independent claim 1 is amended to include the limitations of dependent claim 3 and further limitations to better define the claimed invention. Amended independent claim 1 is now directed to a device in an electric motor for connecting the electric motor to a power supply, the electric motor driving a fuel pump in a motor vehicle. Furthermore, amended independent claim 1 now recites "two electrical conductors having brushes for supplying power to the electric

motor", "a suppressor arranged between said two electrical conductors, wherein said suppressor includes a capacitor and a varistor connected in parallel", "contacts for receiving power supply feeds", "inductors respectively connected between said two electrical conductors and said contacts", and "a casing made of fuel resistant plastic and surrounding said suppressor, said casing connected to said motor".

Gaebel discloses a motor with means for interference suppression. This motor is intended to use as a blower drive or as an electric-motor window lifting device (see col. 2, lines 55-57). There is no disclosure teaching or suggestion for a casing made of fuel resistant plastic.

Moy discloses a fail-safe radio frequency suppressor for connection to an electric motor to be protected. It is respectfully submitted that one skilled in the art would not combine Moy with the teachings of Gaebel because Moy discloses that the suppressor is a separate device from the motor. Since Gaebel already includes a suppressor within the housing 4 of the motor, there is no motivation for including a suppressor separate from the motor as disclosed by Moy.

Even if the suppressor of Moy were combined with the motor of Gaebel, the combination fails to teach the claimed invention. A prior art reference must be considered in its entirety. The suppressor of Moy is connected between the power supply of the motor and power supply terminals of the motor (see col. 4, lines 15-19). That is, the device of Moy is designed to be connected to a motor that already has contacts for receiving a power supply and brushes connected to the contacts to feeding the electric power. Accordingly, Moy teaches away from the limitations which require that the device includes the brushes of the motor as recited in amended claim 1. Moy also fails to teach or suggest that the encapsulating body 32 is made of a fuel resistant material. Rather, Moy only teaches that the encapsulating body is made from an electrical insulating material (see col. 6, lines 1-4). There is no teaching or suggestion in Moy that the encapsulation of the

suppressor is a fuel resistant material. Since independent claim 1 requires that the device includes the suppressor and brushes of the motor and requires that the casing on the suppressor is a fuel resistant plastic, it is respectfully submitted that independent claim 1 is allowable over Gaebel in view of Moy.

Claims 2, 4, and 5, being dependent on independent claim 1, are allowable for at least the same reasons as independent claim 1.

Independent claim 6 includes similar limitations to claim 1 and is therefore allowable over Gaebel in view of Moy for at least the same reasons as independent claim 1.

The application is now deemed to be in condition for allowance and notice to that effect is solicited.

It is believed that no fees or charges are currently due. However, if any fees or charges are required at this time in connection with the application, they may be charged to our Patent and Trademark Office Deposit Account No. 03-2412.

Respectfully submitted,
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AMENDMENTS TO THE SPECIFICATION AND CLAIMS SHOWING CHANGES

IN THE CLAIMS:

Cancel claim 3, without prejudice.

Amend claims 1 and 5 as follows:

1. (Amended) A device in an electric motor for connecting [an] the electric motor to a power supply, the electric motor driving a fuel pump in a motor vehicle, said device[,] comprising:

two electrical conductors having brushes for supplying power [leading] to the electric motor; [and]

a suppressor arranged between said two electrical conductors, wherein said suppressor includes a capacitor and a varistor connected in parallel;

contacts for receiving a power supply;

inductors respectively connected between said two electrical conductors and said contacts;

a casing made of fuel resistant plastic and surrounding said suppressor, said casing connected to said motor.

5. (Amended) The device of claim 3, [further comprising inductors respectively connected to said two electrical conductors,] wherein said casing is integrally connected with said suppressor and with said inductors.